CONTENTS

Tables

Plates

Appendixes

1.0 Purpose and Need for Action

1.1 Proposed Action

The U.S. Department of Army, Presidio of Monterey (POM), with support of the U.S. Army Corps of Engineers, Sacramento District (Corps), proposes to lease two school properties on a temporary basis from the Monterey Peninsula Unified School District (MPUSD). The Army plans to renovate the properties for the purposes of foreign language instruction, curriculum development, and administration. This action is needed to meet the needs of the Defense Language Institute Foreign Language Center (DLIFLC).

1.2 Location and Background

The POM is located in northern Monterey County, approximately 122 miles southeast of San Francisco, and 345 miles northwest of Los Angeles, California. The POM consists of approximately 394 acres on a long, narrow parcel extending west and south from the Monterey Bay (Plate 1).

The City of Monterey is the largest nearby municipality immediately adjacent to the POM. The city of Pacific Grove, which is also adjacent to the POM, is located on the northwest side of the installation. Other cities in the vicinity include Seaside, located approximately 3 miles to the east, and Marina, located approximately 8 miles to the northeast. Salinas, located to the west, is the county seat.

The POM is a permanent U.S. Army installation. Part of Fort Ord from 1904 to 1994 (declared inactive in 1944), the POM became a separate installation with the closing of Fort Ord in 1994. The current missions of the POM are to provide high quality, responsive base operations support and services to all DLIFLC students, service members, families, and civilian workforce to enhance quality of life in the military community. POM also coordinates with the Base Realignment and Closure office to complete the environmental cleanup of Fort Ord and transfer of excess property (POM, 2004).

The POM is home to the DLIFLC, a large foreign language training facility. DLIFLC provides resident foreign language instruction in support of national security, supports and evaluates command language programs worldwide, conducts academic research, and administers a worldwide standard language test and evaluation program (DLIFLC, 2004). More than 35 foreign languages are taught to U.S. military personnel and selected civilian employees of the Federal Government. DLIFLC is under the command of the U.S. Army Training and Doctrine Command.

1.3 Need for the Action

Because of U.S. military involvement worldwide, the need for foreign language instruction is increasing, and the DLIFLC requires additional classroom and administrative space to accommodate the projected increase in the number of students

and the workforce at the center. The need for greater proficiency among graduates has also resulted in an initiative to reduce the student-to-teacher ratios in the classroom. The additional space, which is not currently available on the POM, is needed until new facilities can be constructed at the installation.

1.4 Authority

This project is being undertaken at the direction of the Deputy Secretary of Defense to meet proficiency criteria (Johnson, 2005).

1.5 Purpose of Environmental Assessment

This Environmental Assessment (EA) describes the existing environmental resources, evaluates the effects of the proposed project on these resources, and identifies measures to avoid or reduce any effects to less than significant. This EA has been prepared in accordance with the National Environmental Policy Act (NEPA), Council on Environmental Quality Regulations (40 CFR 1500-1508), and Army Regulation 200-2.

1.6 Decision Needed

This EA will determine whether the potential effects of leasing, renovating, and using the Larkin and Monte Vista Elementary Schools for DLIFIC space would be less than significant, leading to a Finding of No Significant Impact (FNSI), or whether an Environmental Impact Statement is required.

2.0 Alternatives

2.1 No Action

The no action alternative provides the baseline conditions for the environmental evaluation in this EA. This alternative assumes that properties would not be leased from the MPUSD, that the properties would not be renovated, and that no instruction or administrative activities would be relocated outside the POM. The DLIFLC would continue to have inadequate space until new facilities could be constructed at the installation.

2.2 Proposed Project

2.2.1 Lease Larkin and Monte Vista School Properties

In order to meet the changing needs of the Department of Defense and other Federal agencies, specifically the anticipated increase in student population and instructor-to-student ratio for foreign language classes, the DLIFLC has identified a need for additional classroom and administrative space that is not available on the POM at this time. To accommodate this need, the POM decided to consider leasing on a temporary basis space outside the boundaries of the installation.

During the early stages of the planning process, nine properties that could potentially meet the needs of DLIFLC were identified in the area. Five of these properties were eliminated initially due to anti-terrorism/force protection (security) and safety concerns. The four remaining properties included two commercial properties (Forest Lodge Road and Monterey Salinas Highway), Larkin Elementary School, and Monte Vista Elementary School. A combined team from the Corps, DLIFLC, and Garrison then assessed these four properties in more detail. As a result, the two commercial properties were eliminated from further consideration based on Internet technology band width, cost of lease, and uncertainty in the ability to make required anti-terrorism/force protection improvements.

After thorough analysis of the potential options, the DLIFLC selected Larkin and Monte Vista Elementary Schools as the preferred locations for additional classroom and administrative space. Both of these schools are located within 1.5 miles of the POM within the City of Monterey (Plates 2 and 3). Larkin Elementary School is adjacent to the POM, near the east gate, at 190 Seeno Street. Monte Vista Elementary School, which is farther from the POM, is located at 251 Soledad Drive. The POM boundary and access routes to the schools is shown on Plate 4.

Both two elementary schools are within the jurisdiction of the Monterey Peninsula Unified School District (MPUSD). Both Larkin and Monte Vista Schools are currently vacant. The Student International Charter School was recently housed at Larkin School, but has relocated to Seaside, California. As proposed, the U.S. Department of the Army would lease Larkin and Monte Vista Elementary Schools from MPUSD for the next 5 years, with the first 3 years being firm term. The specific texts of the two draft leases are included in Appendixes A and B.

2.2.2 Renovate Leased Properties

Repairs, renovations, and upgrades are required at both Larkin and Monte Vista Elementary Schools in order to meet DLIFLC requirements. All renovations would be consistent with Army standards as specified in the General Instruction Building Standard Design Criteria, dated October 31, 2003. Types of renovations are grouped into two major categories: (1) construction repairs/upgrades and (2) demolition. The renovations needed for each school are described below.

Larkin Elementary School

Renovations. The POM's Department of Public Works (DPW), in coordination with the MPUSD and the City of Monterey, has identified necessary repairs/upgrades at Larkin Elementary School. Construction repairs and upgrades for this property would include, but are not limited to, the following:

- Reconstruct wooden, pre-fabricated metal, or fiber reinforced plastic type footbridge from the POM to the school property.
- Construct new asphalt walkway from footbridge to back gate of property.

- Install two dual-arm overhead shielded lighting posts along pedestrian trail (light on a timer).
- Install three removable bollards at pedestrian trail entrance.
- Construct new reinforced concrete retaining wall.
- Reconstruct portion of road removed as part of the demolition efforts.
- Improve existing 4-foot entrance gate, and install a new pedestrian gate with a 6-foot gate.
- Construct new 6-foot chain link fence from POM boundary fence onto existing property fence located at the northwestern corner of the property.
- Install three new handicapped parking spaces.
- Make interior improvements including painting walls, replacing floor coverings, reconfiguring rooms, installing a communication system, and improving electrical and heating units.
- Upgrade electrical power to accommodate Internet technology and communications systems.

Demolition actions may include repairing or removing the existing wooden footbridge across the ravine; approximately 100 square feet of the curb, gutter, and sidewalk adjacent to entrance; and the recreation equipment on the paved area east of the buildings. Plate 5 shows the features of the renovation of Larkin Elementary School.

Construction Details. The staging area for equipment and materials would be located on the existing asphalt playground area. The type of heavy equipment needed to complete this work would include a backhoe, a front-end loader, and a dump truck. All disposal materials except asphalt would be transported to the Marina/Seaside Landfill located at 14201 Del Monte Boulevard, 2 miles north of Marina. Asphalt would be transported to a suitable recycling company in the area. Interior renovation would not require the use of heavy equipment and should coincide with the exterior renovations.

An estimated 10 to 20 construction workers would be working on the site each day during the renovation period. Construction activities are expected to begin in March 2005 and continue for 2 to 3 months. Construction hours would be from 7:00 a.m. to 5:00 p.m., Monday through Friday. Variations in this work schedule are not expected.

Maintenance during Leasing Period. Once the lease is effective, the U.S. Department of Army would be responsible for maintenance of the leased property, as well as the landscaping and fencing. The physical maintenance of the school buildings and grounds would be performed by the Presidio Municipal Services Agency (Cities of Monterey and Seaside) (Britton, 2005).

Monte Vista Elementary School

Renovations. The POM's DPW, in coordination with the MPUSD and the City of Monterey, has identified necessary repairs and upgrades for Monte Vista Elementary School. Construction repairs and upgrades would include, but are limited to, the following:

- Heighten the existing 3- and 5-foot chain link fences to a 6-foot fence along the east and west perimeter.
- Install three new sections of 6-foot chain link fence on the northern, western, and southwestern perimeters of the property.
- Construct a new concrete-reinforced retaining wall on paved area along the eastern and southern portions of the property.
- Install removable bollards.
- Improve paved entrance and drive surface areas of property.
- Construct new entrance from Soledad Drive onto property.
- Install chain link swing gate for pedestrian and common traffic.
- Convert existing paved area into new parking lot to accommodate 170 to 200 vehicles.
- Install four dual-arm overhead lighting posts (light on a timer).
- Install 6-foot decorative wrought iron fence and gates at the front entrance of property.
- Improve bathroom facilities.
- Install new communication system including high speed Internet connection.
- Make additional interior improvements including painting walls, replacing floor coverings, reconfiguring rooms, and improving electrical and heating units.
- Upgrade electrical power to accommodate Internet technology and communications systems.

Demolition actions may include removing existing recreation apparatus on the paved area east of the buildings. Plate 6 show the features of the renovation of Monte Vista Elementary School.

Construction Details. The staging area for equipment and materials would be located on the existing asphalt playground area. The type of heavy equipment needed to complete this work would include a backhoe, a front-end loader, and a dump truck. All disposal materials except asphalt would be transported to the Marina/Seaside Landfill located at 14201 Del Monte Boulevard, 2 miles north of Marina. Asphalt would be transported to a suitable recycling company in the area. Interior renovation would not require the use of heavy equipment and should coincide with the exterior renovations.

An estimated 10 to 20 construction workers would be working on the site each day at any given time. Construction activities are expected to begin in March 2005 and continue for 2 to 3 months. Construction hours would be from 7:00 a.m. to 5:00 p.m., Monday through Friday. Variations in this work schedule are not expected.

Maintenance during Leasing Period. Once the lease is effective, the U.S. Department of Army would be responsible for maintenance of the leased property, as well as the landscaping and fencing. The physical maintenance of the school buildings and grounds would be performed by the Presidio Municipal Services Agency (Cities of Monterey and Seaside) (Britton, 2005).

2.2.3 Use of Renovated Properties

Both the Larkin and Monte Vista Elementary Schools were designed, constructed, and used for elementary classroom instruction. Larkin School was constructed in 1940 while Monte Vista was constructed in 1951. In 2004, the MPUSD closed the two elementary schools as result of the declining student population. Although not being used for instruction currently, these properties can be renovated to meet the needs of DLIFLC.

Larkin Elementary School. DLIFIC proposes that Larkin Elementary School be used for language instruction purposes with a small number administrative staff occupying some of the available space. The type of instruction taking place is predominantly indoor instruction in a classroom setting. An estimated 150 to 190 students would be attending instruction at the facility. Based on the expected number of students to be attending courses at Larkin, it is projected that 30 to 40 instructors would be needed, depending on the type of curriculum. Additional administrative personnel expected to occupy these facilities include the 12 staff working for the scheduling division of DLIFIC. Normal hours of operation are proposed to be 7:45 a.m. to 4:45 p.m., Monday through Friday.

Monte Vista Elementary School. DLIFIC proposes to use Monte Vista Elementary School primarily as an administrative facility, and also for curriculum development and test development. The type of functions in each of these disciplines include management and language program development. An estimated 170 to 200 DLIFIC administrative staff and curriculum developers would be working at the facility. Monte Vista's normal operating hours are expected to be between 7:45 a.m. and 4:45 p.m., Monday through Friday.

3.0 Affected Environment and Environmental Consequences

This section discusses the significant environmental resources that could be affected by implementation of the proposed project. This section also evaluates any potential adverse effects on the significant resources as a result of the project and, when necessary, proposes mitigation measures to avoid, reduce and minimize, or compensate for any significant effects.

3.1 Environmental Resources Not Considered in Detail

Several resources are not discussed because they would not be affected by the proposed project. These include climate, geology, seismicity, topography, soils, vegetation and wildlife, threatened and endangered species, fisheries, and cultural resources.

3.2 Land Use

3.2.1 Existing Conditions

The City of Monterey designates and regulates land use within city limits. The City's Zoning Ordinance is found in Chapter 38 of the City Code (City of Monterey, 2005c). According to the City's website, "The broad purposes of the Zoning Ordinance are to protect and promote the public health, safety, and general welfare, and to implement the policies of the City of Monterey General Plan." (The City's General Plan (1982) is currently being updated to reflect current information and future plans for the city.)

Larkin Elementary School. Larkin Elementary School is currently owned and operated by MPUSD. The school and surrounding land use is zoned as Residential by the City's zoning ordinance. As a military installation, the nearby POM is not under the jurisdiction of the City of Monterey and is not affected by the City's zoning ordinance. Currently, the school is vacant after many years of being used for public classroom instruction. Occasionally, the property is used for recreational purposes by residents in the area (Cao, 2005).

Monte Vista Elementary School. Monte Vista Elementary School is currently owned and operated by MPUSD. The school and surrounding land use is zoned as Residential by the City's zoning ordinance. Currently, the school is vacant after many years of being used for public classroom instruction. During a January 11, 2005, site visit, children were observed using jungle gym equipment on the property.

3.2.2 Environmental Effects

Basis of Significance. An alternative would be considered to have a significant effect on land use if it would result in land uses that are incompatible with existing and planned land uses in the area, or if it would result in an inconsistency with land use designations or goals.

No Action Alternative. Under the no action alternative, there would be no effects on existing land use. Future use of the two schools would continue to be determined and managed by the MPUSD.

Proposed Action. The proposed project would be consistent with the City of Monterey's current zoning for the school property. Although currently vacant, the schools would be used for student instruction and administration. This use is consistent with past use of the schools for public education. Therefore, there would be no significant effects on land use.

3.2.3 Mitigation

Since there would be no significant effects on land use, no mitigation would be necessary.

3.3 Air Quality

3.3.1 Existing Conditions

Regulatory Background. The Federal Clean Air Act establishes National Ambient Air Quality Standards (NAAQS) and delegates enforcement to the states, with direct oversight by the U.S. Environmental Protection Agency (EPA). In California, the Air Resources Board is the responsible agency for air quality regulation.

The California Clean Air Act established California Ambient Air Quality Standards (CAAQS), which are more stringent than Federal standards and include pollutants not listed in Federal standards. All Federal projects in California must comply with the stricter California air quality standards. The Federal and local thresholds for Monterey County are shown in Table 1.

Table 1. Air Emission Thresholds per Project for Federal and State Criteria Pollutants

Criteria Pollutant	Federal Threshold (tons/year)	MBAPCD Threshold (tons/year)
NO_x	100	27.3
CO	100	N/A
SO	100	N/A
PM_{10}	100	14.9
ROG	50	27.3

NO_x = nitrogen oxides
CO = carbon monoxide
SO = sulfur oxides
PM_{10} = particulate matter
ROG = reactive organic gases
Source: Giraudo, 2005

On November 3, 1993, the U.S. EPA issued the General Conformity Rule stating that Federal actions must not cause or contribute to any violation of a NAAQS or delay timely attainment of air quality standards. A conformity determination is required for each pollutant where the total of direct and indirect emissions caused by a Federal action in a nonattainment area exceeds *de minimus* threshold levels listed in the rule (40 CFR 93.153).

Local Air Quality Management. The Monterey area is included in the North Central Coast Air Basin. The air quality in the area is managed by the Monterey Bay

Unified Air Pollution Control District (MBAPCD), which includes Monterey, San Benito, and Santa Cruz Counties. The MBAPCD is also subject to regulations, attainment goals, and standards of the U.S. and California EPA's.

Currently, Monterey County is in attainment for all Federal and State criteria pollutants except the State standards for ozone and particulate matter 10 microns or larger (PM_{10}) (CARB, 2005; U.S. EPA, 2005c). As required by the State, the MBAPCD has recently adopted its fourth update to the 1991 Air Quality Management Plan for the Monterey Bay Region, which provides current air quality data, forecasts, and emission control measures to meet the State ozone standard. Attainment of the PM_{10} standard is addressed in the 1998 Report on Attainment of the California Particulate Matter Standards in the Monterey Bay Region (MBAPCD, 2004).

Sources of Pollutants/Sensitive Receptors. The main sources of emissions contributing to elevated ozone and PM_{10} concentrations in Monterey County are vehicular emissions and airborne pollutants associated with road dust and plowing of fields. Light industry and aircraft emissions from Monterey Peninsula Airport also contribute to reduced air quality in the region. Sensitive receptors in the project area include residents, visitors, and a few wildlife.

3.3.2 Environmental Effects

Basis of Significance. An alternative would be considered to have a significant effect on air quality if it would violate any ambient air quality standard, contribute on a long-term basis to an existing or projected air quality violation, expose sensitive species or humans to substantial pollutant concentrations, or not conform to applicable Federal, State, and local standards.

No Action Alternative. Under the no action alternative, there would be no effects on existing air quality in the project area. Air quality would continue to be influenced by climatic conditions, and local and regional emissions from vehicles. However, air quality is expected to improve in the future as stricter ozone precursor and PM10 standards are implemented by the California Air Resources Board and the MBAPCD.

Proposed Action. Emissions associated with the project would be short-term during construction and increases in commuter traffic. Emissions include exhaust from construction equipment, minor fugitive dust generated by a variety of construction activities, exhaust from construction worker trips to and from the project area, and exhaust from faculty and staff commuting to and from the schools.

The Urban Emissions Model, Version 7.4.2, was used to estimate project emission rates for reactive organic gases (ROG), carbon monoxide (CO), nitrogen oxides (NOx), sulfur dioxides (SOx) and PM_{10}. The emission calculations are based standard vehicle emission rates built into the Urban Emissions Model.

Larkin Elementary School. An estimated inventory of equipment to be used, volume of material to be moved, and disturbance acreages were compiled to determine the data to input into the emissions model. Table 2 summarizes the estimated emissions (in pounds per day and tons per year) for the project.

Combustion emissions would result from the use of construction equipment, truck haul trips to and from the borrow site, worker vehicle trips to and from the construction site, and faculty and staff vehicle trips to and from school 5 days a week. Exhaust from these sources would contain ROG, CO, NO_x, and PM_{10}. Exhaust emission would vary depending on the type of equipment, the duration of use, and the number of construction worker and haul trips to and from the construction site.

Table 2 also shows that construction emissions of PM_{10}, ROG, and NO_x would each be less than the *de minimis* thresholds established by the U.S. EPA for conformity analyses. Consequently, the proposed action does not require an in-depth conformity analysis to evaluate ambient air quality concentrations and instead is presumed to conform to the region's ozone State implementation plan. Thus, the Corps has determined that the proposed action is exempt from the conformity rule.

Table 2. Estimated Air Emissions for Larkin Elementary School

	ROG	**NO_x**	**CO**	**PM_{10}**	**SO_x**
Renovation					
Subtotal (lbs/day)	8.1	60.2	61.1	2.9	0.0
Use					
Subtotal (lbs/day)	0.6	0.3	3.8	0.4	0.0
Total (lbs/day)	8.7	60.5	64.9	3.3	0.0
State standards (lbs/day)	150	150	N/A	82	N/A
Total (tons/year)	1.6	11.0	11.8	0.6	0.0
Federal standards (tons/year)	50	100	100	100	100

ROG = reactive organic gases
NOx = nitrogen oxides
CO = carbon monoxide
PM_{10} = particulate matter
SOx = sulfur oxides

Monte Vista Elementary School. An estimated inventory of equipment to be used, volume of material to be moved, and disturbance acreages were compiled to determine the data to input into the emissions model. Table 3 summarizes the estimated emissions (in pounds per day and tons per year) for the project.

Combustion emissions would result from the use of construction equipment, truck haul trips to and from the borrow site, and worker vehicle trips to and from the construction site, and faculty and staff vehicle trips to and from school 5 days a week. Exhaust from these sources would contain ROG, CO, NO_x, and PM_{10}. Exhaust emission

would vary depending on the type of equipment, the duration of use, and the number of construction worker and haul trips to and from the construction site.

Table 3 also shows that construction emissions of PM_{10}, ROG, and NO_x would each be less than the *de minimis* thresholds established by the U.S. EPA for conformity analyses. Consequently, the proposed action does not require an in-depth conformity analysis to evaluate ambient air quality concentrations and instead is presumed to conform to the region's ozone State implementation plan. Thus, the Corps has determined that the proposed action is exempt from the conformity rule.

Table 3. Estimated Air Emissions for Monte Vista Elementary School

	ROG	**NO_x**	**CO**	**PM_{10}**	**SO_x**
Renovation					
Subtotal (lbs/day)	8.1	60.2	61.1	2.9	0.0
Use					
Subtotal (lbs/day)	3.5	1.8	22.9	2.5	0.0
Total (lbs/day)	11.6	62.0	84.0	5.4	0.0
State standards (lbs/day)	150	150	N/A	82	N/A
Total (tons/year)	2.1	11.3	15.3	1.0	0.0
Federal standards (tons/year)	50	100	100	100	100

ROG = reactive organic gases
NOx = nitrogen oxides
CO = carbon monoxide
PM_{10} = particulate matter
SOx = sulfur oxides

3.3.3 Mitigation

Implementation of the following best management practices would ensure that the project emissions would remain at less-than-significant levels.

- Maintain property functioning emission control devices.
- During construction, implement all appropriate dust control measures in a timely and effective manner.
- Periodically water all construction areas having vehicle traffic, including unpaved areas, to reduce generation of dust.
- Suspend all grading, earth moving, or excavation activities when winds exceed 20 miles per hour.

- Sufficiently water or cover all material transported offsite to prevent generation of dust.

- Sweep or wash paved streets adjacent to construction sites as necessary at the end of each day to remove excessive accumulations of soil or dust.

- Cover all trucks hauling dirt, sand, soil, or other loose material or maintain at least 2 feet of freeboard (minimum vertical distance between top of the load and top of the trailer) in accordance with the requirements of California Vehicle Code Section 23114. This provision would be enforced by local law enforcement agencies.

3.4 Water Resources and Quality

3.4.1 Existing Conditions

The City of Monterey, including the POM and MPUSD, are located on the Monterey Peninsula. The majority of the city is within the Carmel River watershed. Review of the U.S. Geological Survey's 7.5-minute quadrangle entitled Monterey indicates that there are no rivers, major streams, wetlands, ponds, or isolated water bodies in the vicinity of the project area.

The nearest groundwater is part of the Carmel River groundwater basin. Although salinity and nitrate levels are a local concern, data collected by the Monterey Peninsula Water Management District indicate that the salinity and nitrate levels in the groundwater is lower than State drinking water standards (MPWMD, 2002).

There are no permanent water bodies or wetland areas on either Larkin or Monte Vista School. Runoff from the schools is currently collected in the City's stormwater drainage system, which currently flows into Monterey Bay. The State Central Coast Regional Water Quality Control Board regulates stormwater discharge through the National Pollutant Discharge Elimination System permit process.

3.4.2 Environmental Effects

Basis of Significance. An alternative would be considered to have a significant effect on water resources if it would result in the loss of a surface or groundwater source, or interfere with existing beneficial uses or water rights.

An alternative would be considered to have a significant effect on water quality if it would substantially degrade water quality, contaminate a public water supply, substantially degrade or deplete ground-water resources or interfere with ground-water recharge, or expose sensitive species or humans to substantial pollutant concentrations.

No Action Alternative. Under the no action alternative, there would be no effects on water resources or quality. Runoff from Larkin and Monte Vista Schools would continue to be collected in the City's stormwater drainage system.

Proposed Action. Proposed construction activities at Larkin and Monte Vista could potentially have an effect on water quality. Demolition of pavement and concrete will expose bare soil for a short period of time before it is resurfaced. Unless a significant rain event occurs during the demolition phase, the proposed action is not expected to have a significant effect on water resources and quality. Because construction of the entire project would affect less than 1 acre and there are no surface waters in the project area, an NPDES permit is not required.

3.4.3 Mitigation

- Properly dispose of oil or liquid wastes.
- Fuel and maintain vehicles in specified areas that are designed to capture spills.
- Inspect and maintain vehicles and equipment to prevent dripping of oil and other fluids.
- If rains are forecast during the construction period, implement temporary erosion control measures such as installing hay bails, silt fencing and other protective measures.
- Train construction personnel in stormwater pollution prevention practices.

3.5 Socioeconomics and Environmental Justice

3.5.1 Existing Conditions

Socioeconomic conditions in and near the project area include population, demographics, employment, and housing. According to census information, the City of Monterey's population was 29,674 in 2000 (U.S. Bureau of the Census, 2000). Projections indicate that the population in the city will increase by 14 percent in the next 20 years. The ethnic makeup was primarily White, with smaller percentages of Black (2.5 percent) and Asian (7.4 percent). There are no minority or low-income groups in the project area.

From 1990 to 2000, the population in the City decreased by 7 percent, in part due to the closure of Fort Ord in 1994 (U.S. Bureau of the Census, 2000). With fewer families with children, school enrollment decreased in the area. As a result, the MPUSD decided to close several Monterey schools closed, including Larkin and Monte Vista.

Monterey is a popular tourist destination in the U.S., attracting an estimated 4 million visitors annually (City of Monterey, 2005a). As a result, tourism provides the

largest share of both revenue and employment for the economy in the Monterey area. About 33 percent of all jobs in Monterey are related to tourism. Local attractions include the Monterey Bay Aquarium, Cannery Row, historic downtown Monterey, Heritage Harbor, and coastal vistas (City of Monterey, 2005a).

Within Monterey County, agriculture is the largest industry and has made the county the number one vegetable-producing region in the nation. Historically, the Presidio of Monterey and Fort Ord provided major sources of employment in the area. The closure of Fort Ord has allowed continued infrastructure development and opened land resources for economic growth.

Types of housing in Monterey include primarily single family homes and rental units. In 2000, the average home price in the City of Monterey was $399,800 (U.S. Bureau of the Census, 2000). The largest percentage of homes, 50.7 percent, was valued at $300,000 to $499,999. The average rent for all units was $888 (U.S. Bureau of the Census, 2000).

3.5.2 Environmental Effects

Basis of Significance. An alternative would be considered to have a significant effect on socioeconomics if it would result in population changes, business or job losses, residential relocations, and/or changes in housing values that are incompatible with local agency goals or projections.

An alternative would be considered to have a significant effect on environmental justice if it would benefit any specific ethnic or socioeconomic group in the community, or have substantial adverse environmental, human health, or economic effects on surrounding minority or low-income populations.

No Action Alternative. Under the no action alternative, there would be no effects on socioeconomics or environmental justice. Growth rates, employment opportunities, and housing availability and values would continue to be determined by local government regulations and regional economic conditions.

Proposed Action. The project would have no effects on population, employment, or housing in or near the project area. Population growth and development would be expected to continue to grow at already developing rates. No minority or low-income groups would be adversely affected.

POM students and staff at the Larkin and Monte Vista Schools would increase the number of people in those areas during the day, similar to previous use of the schools for elementary education. The presence of these POM students and staff at the two schools could result in a economic benefit to retail businesses and food service industries in the local area. In addition, the MPUSD would benefit from the revenue from leasing the school properties.

3.5.3 Mitigation

Since there would be no significant effects on socioeconomics or environmental justice, no mitigation would be required.

3.6 Traffic and Circulation

3.6.1 Existing Conditions

Roadways in the Monterey area include State routes (SR), major arterial streets, and local collector streets. SR's 1 and 68 provide regional access to the POM and the City of Monterey. SR 1, located approximately 1.5 miles south of the POM, is a two- and four-lane, north-south highway connecting the city of Monterey to cities and towns to the north and south. SR 68 is a two-lane, east-west highway connecting the POM and the city of Pacific Grove with SR 1 and the city of Salinas. Major arterial streets in the vicinity of the POM include Lighthouse, Hawthorne, Foam, and Del Monte Avenues. Local collector streets include Pine, High, and Franklin Streets, and Prescott Avenue.

The POM, Larkin School, and Monte Vista School are located within residential areas and are accessible by residential streets. The typical types of traffic on the residential roadways near the POM and the schools include private vehicles and light commercial vehicles. Basic traffic flow near the schools during morning hours moves along the residential streets to the local collector streets, major arterial streets, and finally onto the highways. During evening hours, basic traffic flow is reversed, moving from the highway into the residential areas. Current parking near Thomas Larkin and Monte Vista Elementary Schools is limited to private driveways and along the streets.

To characterize existing traffic and circulation, the City of Monterey, Traffic Engineering Department, uses the Level of Service (LOS) concept for the roadways in the city of Monterey. The LOS concept is a qualitative characterization of traffic conditions associated with varying levels of traffic, based on delay and congestion. Conditions range from LOS A (free-flow condition) to LOS F (jammed condition). LOS C or better levels are generally considered to be satisfactory. LOS D is minimally acceptable; LOS E is undesirable; and LOS F conditions are unacceptable.

Larkin Elementary School. The primary routes to Larkin Elementary School are Franklin Street, Watson Street, and Monroe Street. The City's Traffic Engineering Department has traffic data for the Franklin Street and Van Buren Street intersection during the time that the school was in use. In 2002, approximately 8,597 vehicles passed through the intersection of Franklin and Van Buren on a typical work day – about 834 vehicles during the a.m. peak hours and 802 vehicles during p.m. peak hours (Baymetrics, 2002).

According to MPUSD (2005), Larkin Elementary School was at optimal operation in 2003. At that time, 175 students attended the school. Of that population, 160 traveled to and from school by private vehicle and 15 walked. An additional 20

faculty and 20 volunteers worked at the school and traveled to and from the school in private vehicles. There are currently 40 parking spaces at Larkin Elementary School. The City has not conducted traffic counts near Larkin School recently. However, traffic has likely decreased at nearby intersections since closure of the school in 2004.

Monte Vista Elementary School. The primary routes to Monte Vista Elementary School are Soledad Drive via Highway 1, and Mar Vista Drive to Soledad Drive. The City's Traffic Engineering Department has traffic data for Pacific Drive and Soledad Drive during the time that the school was in use. In 2002, approximately 2,229 vehicles passed through the intersection of Pacific Drive and Soledad Drive on a typical work day – about 886 and 1343 vehicles during the a.m. and p.m. peak hours, respectively (City of Monterey, 2002).

According to MPUSD (2005), Monte Vista Elementary School was at optimal operation in 2003. At that time, 421 students attended the school. Of that population, 180 traveled to and from school by private vehicle; 120 traveled by school bus (3 school buses); and 120 walked. An additional 40 faculty and 20 volunteers worked at the school and traveled to and from the school in private vehicles. There are currently 28 parking spaces at Monte Vista Elementary School.

On January 18 and 19, 2005, the City conducted traffic counts at the intersections of Soledad Drive and Pacific Street, Soledad Drive and Munras Avenue, and Soledad Drive and Mar Vista Drive. Based on the current traffic counts, the City then assessed the LOS at these intersections for weekday p.m. peak traffic hours using Synchro software version 6 (Appendix D). The intersection of Pacific Street and Soledad Drive currently operates at LOS A; the Soledad Drive and Munras Avenue intersection operates at LOS C; and the Soledad Drive and Mar Vista Drive intersection operates at LOS A during p.m. peak hours (City Traffic Engineering, 2005). (The LOS for a.m. peak hours were not evaluated because the numbers of trips generated for the project was determined to be less than the trips generated during the previous operation of the school.)

3.6.2 Environmental Effects

Basis of Significance. An alternative would be considered to have a significant effect on traffic if it would cause an increase in traffic that is substantial in relation to the existing load and capacity of a roadway, an increase in safety hazards on area roadways, or cause substantial deterioration of the physical condition of area roadways. The City of Monterey further defines significance as exceeding LOS D during average, non-summer a.m. and p.m. peaks (City Traffic Engineering).

No Action Alternative. Under the no action alternative, there would be no effects on traffic and circulation. Future volumes of traffic and circulation patterns would continued to be determined by regional and local growth and development.

Proposed Action. The proposed action at both Larkin and Monte Vista Schools would have short-term effects on traffic and circulation near the schools. These effects would be related to construction and renovation, and use of each property.

Larkin Elementary School. Construction and renovation activities at Larkin Elementary School are expected to have a short-term, temporary effect on traffic and circulation near the school. These activities are expected to increase the number of vehicles on nearby roadways by 10 to 15 vehicles on Monday through Friday for 2 to 3 months. This increase would not be considered significant as compared to current estimated traffic levels. Because of the close proximity of the POM, the students and faculty from the DLIFLC would be parking on the POM and using the footbridge to walk to and from Larkin School. They would not be using nearby streets to access the school.

Monte Vista Elementary School. Construction and renovation activities at Monte Elementary School are expected to have a short-term, temporary effect on traffic and circulation near the school. These activities are expected to increase the number of vehicles by 10 to 15 vehicles Monday through Friday for 2 to 3 months. This increase would not be considered significant as compared to current traffic levels.

During use of the property by the DLIFLC, the administrative staff and curriculum developers would be accessing the Monte Vista School via nearby streets on Mondays through Fridays. Results of the City's traffic study indicate that use of the property would generate fewer trips during the a.m. peak hours than during previous operation of the school. However, there would be a increase of 153 trips during the peak p.m. hours from 4:30 to 5:30 p.m. (City Traffic Engineering, 2005).

To evaluate the significance of this increase, the City analyzed the resulting LOS at designated intersections and compared them with existing LOS. Results of the analysis indicates that the current LOS A at the Pacific Street and Soledad Drive intersection would decrease to LOS B. The LOS C at the Soledad Drive and Munras Avenue intersection and the LOS A at the Soledad Drive and Mar Vista Drive intersection are not expected to change (City Traffic Engineering, 2005).

3.6.3 Mitigation

Based on the results of the traffic study, the City concluded that the project would not significantly affect the traffic and circulation in the project area. As a result, no mitigation would be required. However, prior to initiation of construction, the contractor would be required to prepare a traffic management safety plan outlining measures to ensure public safety near work sites and equipment access areas. Such measures would likely include posting signs and using flaggers, as needed, to alert drivers and minimize any disruption.

3.7 Noise

3.7.1 Existing Conditions

The City of Monterey's General Plan (1982) Update Noise Element uses the Community Noise Equivalent Level (CNEL) noise descriptor and specifies an exterior noise exposure limit of 60 decibel (dB) CNEL for residential land use and other sensitive land uses and 65 dB CNEL for commercial land use (City Code 38.1.1).

The major noise sources in the City of Monterey are motor vehicles. The City of Monterey General Plan (1982) estimated that over 4,300 residents were moderately affected by motor vehicle noise. Since 1982, traffic volumes on local highways through the city have increased exponentially as population, housing, tourism, and development have increased (City of Monterey, 1982).

Other sources of noise include aircraft and large public events. The Monterey Peninsula Airport, located 3.5 miles from downtown Monterey, was estimated in 1997 to affect approximately 795 people in a 55-acre area. The Monterey County Fairgrounds is also a source of high noise levels during large public events (EMC Planning Group, Inc., 2004).

The project area is a relatively quiet residential area. The main sources of noise include motor vehicles, human activity, and natural sounds. Currently, the only sources of noise associated with Larkin and Monte Vista Schools are recreational activities on the adjacent playground and athletic fields. Sensitive receptors in the project area include residents, visitors, and wildlife.

3.7.2 Environmental Effects

Basis of Significance. An alternative would be considered to have a significant effect on noise if it would substantially increase the ambient noise levels for adjoining areas. The significance of temporary noise effects is evaluated with reference to existing noise levels, the duration of the noise, and the number of sensitive receptors affected.

No-Action Alternative. Under the no action alternative, there would be no effects on noise. Sources of noise and noise levels would continue to be determined by local activities, development, and natural sounds.

Proposed Action. Periodic construction in residential, commercial, and industrial areas is a temporary noise source that is generated from a variety of construction activities that occur both onsite and offsite. These activities can include demolition, hauling of materials, grading, construction, and construction-related traffic (EMC Planning Group, Inc., 2004). Generally, construction equipment can generate noise levels in the range of 70 to 90 dB at a distance of 50 feet (City of Monterey, 1982).

The project would have a temporary effect on noise during construction. Equipment used during the renovations that would produce noise include a backhoe, front-end loader, dump truck, asphalt paver, and concrete truck. However, construction noise would not be constant during the daytime hours and would cease in the evening when the construction crews complete their daily work. Construction would occur only between 7:00 a.m. and 5:00 p.m. on weekdays to reduce the effects to less than significant levels.

Use of the schools after renovation would also have effects on noise. Traffic noise would increase during the early morning and late afternoon as instructors and staff enter and leave the school properties. In addition, there would be occasional noise generated by garbage removal, and building and grounds maintenance activities. However, this noise would be similar to noise generated by previous use of the schools and would be short term during the leasing period. As a result, there would be no significant effects on noise.

3.7.3 Mitigation

Since there would be no significant effects on noise, no mitigation would be required.

3.8 Recreation and Esthetics

3.8.1 Existing Conditions

Recreation. Recreation facilities in the project area include neighborhood parks and public school equipment and grounds. The nearest park is Via Paraiso Park located on Martin Street. The park is a 10.6-acre multi-use neighborhood park that includes the Peter J. Aldrete ball field, two tennis courts, play equipment, a half basketball court, a group barbeque picnic area and restrooms (Monterey County, 2005). Because of its size, modern facilities, and location, Via Paraiso Park is heavily used by both adults and children on both weekdays and weekends.

At Larkin School, recreational facilities include a playground, jungle gym bars, and a City-maintained baseball diamond and jungle gym equipment on the southwest side of the school. These facilities are occasionally used by children during the week and older age groups on the weekends. Recreational facilities at Monte Vista School include basketball courts, a handball court, jungle gym bars, and a City-maintained playground. Local residents have access to these facilities during daylight hours. These facilities are occasionally used by children during the week and older age groups on the weekends.

Esthetics. The esthetic qualities of Monterey are those of a relatively small coastal community. The temperate climate and varied topography make Monterey a picturesque seaside city to visit, reside, and do business. Described as “the greatest meeting of land, sea, and sky,” the large number of annual visitors and valuable real

estate support Monterey as a visually and esthetically important city (Monterey Bay, 2005).

The local views in the project area include private residences, residential areas on the hills surrounding Monterey; trees; and glimpses of Monterey Bay, the Pacific Ocean, and the POM. Currently, the two schools are viewed as empty, one-story buildings with grassy, landscaped areas, paved parking areas, and paved playgrounds. From Larkin School, one sees school recreational facilities, dense tree cover, residential neighborhoods, and a parking lot area. From Monte Vista School, one sees school recreational facilities, dense tree cover, and residential neighborhoods.

3.8.2 Environmental Effects

Basis of Significance. An alternative would be considered to have a significant effect on recreation if it would result in permanent loss of recreational facilities, cause a substantial disruption in a recreational activity or opportunity, or substantially diminish the quality of the recreational experience.

An alternative would be considered to have a significant effect on esthetics if changes in landform, vegetation, or structural features create substantially increased levels of visual contrast as compared to surrounding conditions.

No Action Alternative. Under the no action alternative, there would be no effects on recreation or esthetics. Residents and visitors would continue to use the existing recreational facilities in the area, and the local viewshed would remain the same.

Proposed Action. The project would result in the short-term removal of some existing recreation facilities at the two schools. At the Larkin School, the playground and jungle gym bars would be removed to create more parking. The City-maintained baseball diamond and jungle gym bars to the northeast would not be affected. At the Monte Vista School, the basketball and handball courts would be removed to create more parking. The jungle gym bars and City-maintained playground would not be affected.

Removal of these facilities would affect neighborhood children and older age groups. However, at the end of the lease, the POM would replace the recreation facilities so they would again be available to local residents. In addition, the Via Paraiso Park is located less than a quarter of a mile away from Monte Vista School, and some residents could use the facilities at the park. As a result, there would be no significant effects on recreation.

Due to the topography of the area, both schools are located at lower elevations than the surrounding properties. As a result, several residential homes, apartments, and condominiums have a view of the school properties. These views would be affected by construction activities, new features, and use of the school properties. However, exterior modifications would be relatively minor (parking barrier, wrought iron fence, and

lighting), and new parking areas would be consistent with other parking areas. As a result, there would be no significant effects on esthetics.

3.8.3 Mitigation

At the end of the lease, the POM would replace the recreation facilities so they would again be available to local residents. Since there would be no significant effects on recreation or esthetics, no mitigation would be required.

3.9 Public Utilities and Services

3.9.1 Existing Conditions

Public utilities in the project area include sewer, water, electricity, gas, telephone, and cable. The Monterey Regional Water Pollution Control Agency manages the sanitary sewer line while Cal-American Water Company operates the potable water lines. Pacific Gas & Electric is responsible for the electrical distribution system and natural gas line, while telephone service is provided by SBC and Norcast Technology Services (Monterey Peninsula Chamber of Commerce, 2005). COMCAST Digital Cable provides television cable services.

The Monterey Disposal Service operates trash pickup, disposal services, and recycling services in the project area. The local landfill on Del Monte Boulevard is operated by Monterey Regional Waste Management (City of Monterey, 2005b).

3.9.2 Environmental Effects

Basis of Significance. An alternative would be considered to have a significant effect on public utilities and services if it would result in changes that are incompatible with local agency goals or projections.

No Action Alternative. This alternative would have no effects on public utilities and services, which would continue to operate and grow at already developing rates.

Proposed Action. The use of Larkin and Monte Vista School properties for language instruction and administration would have the same types of effects on public utilities and services as previous use for elementary instruction. While some interior facilities would be upgraded, no major renovations would be needed to sewage or water lines. The electrical system at Larkin School is sufficient to handle the new classroom activities, while the electrical system at Monte Vista School would need to be upgraded from 600 amps to 1,200 amps to handle the new computers, office equipment, lighting, and mechanical system (Cao, 2005). In addition, the types and amounts of trash generated would be consistent with previous use. As a result, the demands on the public utilities and service would not be significant.

3.9.3 Mitigation

Since there would be no significant effects on public utilities or services, no mitigation would be required. The U.S. Department of Army Energy Conservation Investment Program is not applicable in this case because the buildings are too old to be considered. The payback time is beyond Army standards (Cao, 2005).

3.10 Hazardous and Toxic Materials

3.10.1 Existing Conditions

In the past, asbestos, which is a naturally occurring fiber, was widely used in a variety of building products to strengthen them and to provide heat insulation and fire resistance. Friable asbestos (airborne asbestos) is a carcinogen. In 1986, the Asbestos Hazard Emergency Response Act (AHERA) was signed into law, requiring public and private primary and secondary schools to inspect their buildings for asbestos-containing building materials (U.S. EPA, 2005a).

Lead is a material widely used in industrial applications. Lead-based paints were once widely used in the construction industry. Lead is toxic if ingested or inhaled. In 1978, the Federal Government banned lead paints for the construction of housing. However, lead-based paint is still found on buildings, as well as walls in older homes and public facilities (U.S. EPA, 2005b).

Larkin Elementary School. In 2002, Hazard Management Services inspected Larkin Elementary School for asbestos in accordance with AHERA. The results of the inspection found that all non-friable asbestos-containing materials were in good condition. No friable asbestos-containing material were noted during the inspection. Hazard Management Services also performed lead surveys. These surveys were conducted to ensure that renovation and maintenance work is conducted in compliance with Occupational Safety and Health Administration (OSHA) standards, not to develop an abatement plan. The majority of lead-based paints surveyed at Larkin Elementary School were reported to be in good condition. Only two areas surveyed for lead-based paints were reported to be in poor condition (MPUSD, 2002a).

Monte Vista Elementary School. In 2002, Hazard Management Services inspected Monte Vista Elementary School for asbestos in accordance with the AHERA. The results of the inspection found that all non-friable asbestos-containing materials were in good condition. No friable asbestos-containing materials were noted during the inspection. Hazard Management Services also performed lead surveys. These surveys were conducted to ensure that renovation and maintenance work is conducted in compliance with OSHA standards, not to develop an abatement plan. The majority of lead-based paints surveyed at Monte Vista Elementary School were reported to be in good condition. Five areas surveyed for lead-based paints were reported to be in poor condition (MPUSD, 2002b).

3.10.2 Environmental Effects

Basis of Significance. The effects of those substances identified as potentially hazardous by CERCLA; the Resource, Conservation, and Recovery Act; and/or 40 CFR Parts 260 through 270 would be considered to be significant if they would (1) expose workers to hazardous substances in excess of OSHA standards, or (2) contaminate the physical environment, thereby posing a hazard to humans, animals, or plant populations by exceeding Federal exposure, threshold, or cleanup limits. [military projects]

No Action Alternative. Under the no action alternative, there would be no effects on hazardous and toxic material. The asbestos and lead-based paints in the two schools would continue to be consistent with the findings of the 2002 surveys. They could also begin to deteriorate if buildings are left vacant and unchecked.

Proposed Action. The project would not disturb any areas identified in the surveys to contain asbestos or lead-based paint. The POM would manage these hazardous materials in-place by repainting the surfaces. In addition, the ventilation system (asbestos wrapping) would not be disturbed. As a result, there would be no threat to workers during construction, or students, faculty, and staff during use of the two renovated properties.

3.10.3 Mitigation

Since there would be no significant effects caused by hazardous and toxic materials, no additional mitigation other than manage in place would be required.

4.0 Growth-Inducing Effects

The project would not induce growth in or near the project area. Local population growth and development would be consistent with the draft Monterey County General Plan (2004), as well as the City of Monterey General Plan (1982). Both plans are currently being updated to reflect current information and future plans for the county and city.

5.0 Cumulative Effects

NEPA requires that an EA discuss project effects which when combined with the effects of other projects in the area, could result in significant cumulative effects. There are no other ongoing or planned projects on or near the two schools. As a result, the proposed project would not be expected to have any long-term cumulative effects on any of the environmental resources.

6.0 Compliance with Environmental Laws and Regulations

6.1 Federal

Clean Air Act of 1972, as amended, 42 U.S.C. 7401, et seq. *Full compliance*. The proposed project is not expected to violate any Federal air quality standards, exceed the U.S. EPA's general conformity *de minimis* threshold, or hinder the attainment of air quality objectives in the local air basin. The Corps has determined that the proposed project would have no significant adverse effects on the future air quality of the area.

Clean Water Act of 1972, as amended, 33 U.S.C. 1251, et seq. *Full compliance.* Because construction of the entire project would affect less than 1 acre and there are no surface waters in the project area, an NPDES permit is not required.

Endangered Species Act of 1973, as amended, 16 U.S.C. 1531, et seq. *Full compliance.* A list of Federally listed threatened and endangered species that may occur in the vicinity of the project was obtained from the U.S. Fish and Wildlife Service via their website on January 7, 2005 (USFWS, 2005) (Appendix C). According to the list, there are several species which may occur on the POM. However, according to the California Natural Diversity Database (DFG, 2004), there are no recorded sightings of any of these species on the Larkin or Monte Vista School properties. In addition, there is no suitable habitat on the two schools for any of the species. As a result, the project would have no effect on any Federally listed species.

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. *Full compliance*. This order directs all Federal agencies to identify and address adverse human health or environmental effects of their programs, policies, and activities on minority and low-income populations. There are no minority or low-income populations in the project area. All nearby residents have equal opportunity to participate in public meetings and comment on proposed plans.

Fish and Wildlife Coordination Act of 1958, as amended, 16 U.S.C. 661, et seq. *Full compliance*. Since construction would not divert, modify, impound, or otherwise control a waterway, this act does not apply to this project.

National Environmental Policy Act of 1969, as amended, 42 U.S.C. 4321, et seq. *Partial compliance*. This draft EA are in partial compliance with this act. Comments received during the public review period will be incorporated into the EA, as appropriate, and a comments and responses appendix will be prepared. The final EA will be accompanied by a final FNSI. These actions will provide full compliance with this act.

National Historic Preservation Act of 1996, as amended, 16 U.S.C. 470 et seq. *Full compliance.* This act required Federal agencies to take into account the effects of their undertaking on properties included in, or eligible for, inclusion in the National

Register of Historic Places. Since neither Larkin nor Monte Vista School qualifies for inclusion the Register, the proposed action would not have an effect on historic properties.

6.2 Local

City of Monterey General Plan, 1982. *Full compliance*. The project would be consistent with the provisions of the City's General Plan.

7.0 Coordination and Review of the Draft EA/IS

The draft EA and FNSI will be circulated for 30 days to agencies, organizations, and individuals known to have a special interest in the project. Copies of the draft EA will be made available for viewing in paper at the Monterey Public Library and via the POM's Internet site. This project has been coordinated with all the appropriate government agencies including MPUSD, City of Monterey, Monterey County, and MBAPCD.

8.0 Conclusions

This EA evaluates the environmental effects of the proposed project of leasing on a temporary basis, renovating, and using two MPUSD properties for classroom and administrative space for the DLIFLC. Potential adverse effects to significant environmental resources were evaluated: land use, air quality, water quality, socioeconomics, traffic, noise, recreation, esthetics, and hazardous and toxic materials. Results of the EA, field visits, and coordination with other agencies indicate that the proposed project would have no significant, long-term effects on environmental resources. Short-term effects during renovation would either be less than significant or mitigated to less than significance using best management practices.

Based on this evaluation, the proposed project would meet the definition of a FNSI as described in 40 CFR 1508.13. A FNSI may be prepared when an action would not have a significant effect on the human environment and for which an environmental impact statement would not be prepared. Therefore, a draft FNSI has been prepared and accompanies this EA.

9.0 List of Preparers

Josh Garcia
Biological Sciences
Environmental Manager
Corps of Engineers

Melissa Montag
Social Scientist/Historian
Corps of Engineers

Lynne Stevenson
Environmental/Technical Writer
Corps of Engineers

10.0 List of Agencies and Persons Consulted

Bob Britton, Presidio of Monterey, Public Affairs Office

Tai Cao, Presidio of Monterey, Department of Public Works

Jeff Crebs, City of Monterey, Department of Public Works

Richard Deal, City of Monterey, Department of Traffic Engineering

John Elliot, Presidio of Monterey, Department of Public Works

Bill Gaylor, Monterey Peninsula Unified School District

Mary Giraudo, Monterey Bay Unified Air Pollution Control District.

Bob Guidi, Presidio of Monterey, Department of Environmental and Natural Resources

Barbara Higuera, Monterey Peninsula Unified School District

Mark Johnson, Major, U.S. Air Force

Michael Kelly, Presidio of Monterey, Department of Environmental and Natural Resources

John Nahas, Student International Charter School

Preston Proctor, Presidio of Monterey, Force Protection

Jim Willison, Presidio of Monterey, Department of Environmental and Natural Resources

11.0 References

Baymetrics Traffic Resources (Baymetrics). 2002. Location 37: Franklin from Van Buren to Larkin. El Cerrito, CA.

Britton, Bob. 2005. Chief, Command Information/Deputy of Public Affairs Office, Presidio of Monterey. Email, Subject: DLI Will Expand Facilities, Lease Two Schools. January 6.

California Air Resources Board (CARB). 2005. Area Designation Maps/State and National. http://www.arb.ca.gov/desig/adm/adm.htm.

California Department of Fish and Game (DFG). 1004. Search of the California Natural Diversity Database.

Cao, Tai. 2005. Engineer, Presidio of Monterey, Department of Public Works. Personal Communication, January 11, and email, January 26.

City of Monterey. 1982. City of Monterey General Plan. Monterey, CA.

City of Monterey. 2002. A.M. and P.M. Turning Movements Counts, Monterey Public Service Center, June 4, 2002. Traffic Engineering Division. Monterey, CA.

City of Monterey. 2005a. Community Development. http://www.monterey.org/commdevelop/econo/dev.html.

City of Monterey. 2005b. Utilities. http://www.monterey.org/utility.html.

City of Monterey. 2005c. Zoning Ordinance – Chapter 38. Department of Planning. http://www.monterey.org/commdevelop/planning/zoning_codes.html.

City of Monterey Traffic Engineering (City Traffic Engineering). 2005. Draft Army Administration Lease of Monte Vista School, Traffic Impact Study. Monterey, CA.

Defense Language Institute Foreign Language Center (DLIFLC). 2004. About DLI. http://www.dliflc.edu/About%20DLIFLC/about_dliflc_index.html

EMC Planning Group, Inc. 2004. City of Monterey General Plan Update Draft Environmental Impact Report.

Giraudo, Mary. 2005. Engineer, Monterey Bay Unified Air Pollution Control District. Personal communication, January 14.

Johnson, Mark. 2005. Major, Presidio of Monterey. Personal communication, January 6, and email, January 25.

Monterey Bay. 2005. Monterey Peninsula On-line Guide. http://www.monterey.com.

Monterey Bay Unified Air Pollution Control District (MBAPCD). 2004. 2004 Air Quality Management Plan for the Monterey Bay Region. Monterey, CA.

Monterey County. 2004. 21st Century Monterey County General Plan Update. Salinas, CA.

Monterey County. 2005. Parks and Campgrounds. http://www.monterey.org/publicworks/parks_frame.html.

Monterey Peninsula Chamber of Commerce. 2005. Relocation Information. http://www.mpcc.com.

Monterey Peninsula Unified School District (MPUSD). 2002a. Asbestos Hazard Emergency Response Act Triennial Reinspection and Lead Survey, Larkin Elementary School. Hazard Management Services, Inc., Modesto, CA.

Monterey Peninsula Unified School District (MPUSD). 2002b. Asbestos Hazard Emergency Response Act Triennial Reinspection and Lead Survey, Monte Vista Elementary School. Hazard Management Services, Inc., Modesto, CA.

Monterey Peninsula Unified School District (MPUSD). 2005. Student and Faculty Population and Vehicle Counts for Thomas Larkin and Monte Vista Elementary School. Monterey, CA.

Monterey Peninsula Water Management District (MPWMD). 2002. 2002 Annual Report. http://www.mpwmd.dst.ca.us/annrpt02/annrpt2002.htm.

Presidio of Monterey (POM). 2004. The Presidio of Monterey. http://www.dli.army.mil/.

U.S. Bureau of the Census. 2000. American Fact Finder. Monterey city, California. http://factfinder.census.gov.

U.S. Environmental Protection Agency (U.S. EPA). 2005a. Asbestos and Vermiculite. http://www.epa.gov/opptintr/lead/leadinfo.htm#where.

U.S. Environmental Protection Agency (U.S. EPA). 2005b. Lead in Paint, Dust, and Soil. http://www.epa.gov/opptintr/lead/leadinfo.htm#where.

U.S. Environmental Protection Agency (U.S. EPA). 2005c. Nonattainment Areas for Criteria Pollutants. http://www.epa.gov/air/oaqps/greenbk/index.html.

U.S. Fish and Wildlife Service (USFWS). 2005. Federal Endangered and Threatened Species that May be Affected by Projects in Monterey County. http://ventura.fws.gov/es/spplists/species_monterey.cfm.

Plates

Appendix A

Draft Lease Between the U.S. Department of Army and Monterey Peninsula Unified School District for Larkin Elementary School

Appendix B

Draft Lease Between the U.S. Department of Army and Monterey Peninsula Unified School District for Monte Vista Elementary School Property

Appendix C

List of Threatened and Endangered Species from the U.S. Fish and Wildlife Service

Appendix D

Draft Army Administration Lease of Monte Vista School
Traffic Impact Study